



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

January 19, 2005
9:30 AM
Commission Chamber

Charles Anderson, CPA
Commission Auditor

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Miami, Florida 33128
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**Miami-Dade County Board of County Commissioners
Office of the Commission Auditor**

Legislative Analysis

**Regional Transportation Committee
Meeting Agenda**

January 19, 2006

Written analyses for the below listed items are attached for your consideration in this Legislative Analysis.

Item Number(s)

2(A)	3(B)
3(C)	3(D)

If you require further analysis of these or any other agenda items, please contact Guillermo Cuadra, Chief Legislative Analyst, at (305) 375-5469.

Acknowledgements--Analyses prepared by:
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LEGISLATIVE ANALYSIS

*RESOLUTION DIRECTING COUNTY MANAGER TO EXPLORE FEASIBILITY OF
INTRODUCING VARIOUS WATERBORNE TRANSIT ROUTES*

COMMISSIONER MOSS

I. SUMMARY

This resolution sponsored by Commissioner Moss seeks to evaluate through a feasibility study the use of waterborne taxi routes as another alternative which could ease congestion on Miami-Dade County's roads.

II. PRESENT SITUATION

The Manager in conjunction with the Miami Dade Metropolitan Planning Organization (MPO) is directed to explore the feasibility of introducing a non-stop waterborne transit route from S. Dade to downtown Miami and from N.E Dade to downtown Miami. The results of this study are to be submitted in a report and presented to Regional Transportation Committee within 120 days.

The MPO completed a preliminary study back in April 2005 which concluded that the potential of waterborne transit in Miami-Dade County is feasible. The MPO further concluded that a demonstration project should be developed and this project should best be developed through a public-private partnership. The MPO also suggests if a pilot program were to be implemented that a route referred to as "South Beach Route" would prove to be the most effective initial route. The South Beach Route would stop at designated areas of South Beach to Downtown Miami with the potential of routes extending through the Miami River and South to Coconut Grove.

III. POLICY CHANGE AND IMPLICATION

This item seeks to study the feasibility of extending the waterborne route system to South Dade beyond the Coconut Grove extension.

IV. ECONOMIC IMPACT

Projected capital costs for the South Beach Route would comprise primarily for land to be used as terminals and ancillary facilities, such as park and ride lots that could run up to \$125 million to \$150 million. The operating costs for the South Beach Route would include personnel, fuels, maintenance and administrative cost that could run up to \$22 million.

Transit Fares would be priced at \$4-5 dollars and would only cover a fraction of transit operating costs.

V. COMMENTS AND QUESTIONS

Broward County has a waterborne transit service strictly for tourist which boasts ridership of 600,000-800,000 annually. However, this transit service is currently experiencing a low rate of return for the fare box revenue and is aggressively seeking alternative sources of funding to meet operating costs. This transit service is also having trouble maintaining its landing sites from high leasing costs to owners of property taking back the sites for other uses.

If a pilot program were to be developed between the Miami-Dade County and a private venture, what are the potential liabilities (fiscal and legal)?

Is there an availability of Federal or State funds?

(Please see attached)

Development of a Service Plan for Waterborne Transit Services in Miami-Dade County

Executive Summary



Miami-Dade County Metropolitan Planning Organization

Prepared by:



Kimley-Horn
and Associates, Inc.

Kimley-Horn and Associates, Inc.

Fort Lauderdale, Florida

review of the Metro Aqua Cats proposal is provided below. The proposal specifies that the catamaran would operate on bio-diesel fuel, have forward facing sonar for manatee awareness, be compliant with the Americans with Disabilities Act (ADA), and have a Class I Coast Guard rating. Four potential routes for waterborne commuter transit service were identified by Metro Aqua Cats, Inc. for Biscayne Bay including: (1) West Shoreline Route North, (2) "B" Miami Beach Route, (3) West Shoreline Route South, and (4) Key Biscayne Route.

In response to the recommendation of further study made in the *Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel*, as well as the desire to evaluate the Metro Aqua Cats *Rapid Mass Transit* proposal, the Miami-Dade MPO initiated the *Development of a Service Plan for Waterborne Transit Services in Miami-Dade County*.

The Waterborne Service Plan Study was conducted in several phases, each which is summarized below.

Data Collection

Data collection was performed for this study by further examining physical characteristics of waterways first identified in the *Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel*. The objective of the data collection effort was to identify sections of waterways that exhibit restrictions to water travel mobility.

Miami-Dade County has many canals of varying characteristics. The primary deterrent to waterborne transit mobility within most canals is the presence of control structures such as salinity dams. These structures specifically and intentionally block connectivity with saltwater Biscayne Bay from the freshwater canals, this, of course, severely limits mobility. Most canals also have numerous low bridges and pipeline crossings that render them impossible for use by waterborne transit vessels. The effect of the canal structure location on potential water transit mobility is to limit the length of trips that can be accommodated. Canals that exhibited short or intermittent segments of navigability were excluded from further study due to trip mobility constraints. As a result of the data collection portion of this study, the waterways that received further consideration for initial waterborne transit implementation include Biscayne Bay and canals downstream of the salinity dams.

Marinas and parks were inventoried to determine potential sites for terminals. While there are scores of marinas in Miami-Dade County, the majority are private facilities that are not likely candidates for a waterborne transit terminal, unless suitable arrangements with the private entities that own or operate them can be reached. Several parks contain existing marinas and/or docks that physically could be employed as water transit stops or stations. However, utilizing park space for transportation terminals and potentially for providing additional parking facilities is antagonistic towards the recreational purposes of parks. Furthermore, certain rules, regulations, laws, and covenants governing park use may be violated by converting portions of parks to transportation uses. Transportation projects that require the conversion of public recreational space to transportation-related purposes are commonly required to replace the amount of park space that was lost due to the transportation project.

Data collected for Biscayne Bay include the location of manatee protection zones, sea grass habitats, reefs, and shipping channels, bathymetry, and bridge clearance information. Biscayne Bay is characterized by shallow waters, numerous sea grass habitats, and manatee protection zones. As a result, low draft vessels with minimal wake wash characteristics are appropriate for waterborne transportation purposes in Miami-Dade County. Manatee-detection equipment should be installed on the vessels as well. The Atlantic Intracoastal Waterway is a strategic navigation channel running through the western portion of Biscayne Bay, stretching the length of the county; this channel should be utilized where possible for the routing of waterborne transit vessels.

EXECUTIVE SUMMARY

Miami-Dade County is privileged to be situated in an extraordinary geographic setting. Located in the subtropics at the southernmost end of the Florida peninsula, the area enjoys mild weather for all four seasons. Just as importantly, the mainland is sheltered by strings of offshore barrier islands that create Biscayne Bay. The County enjoys an extensive coastline and numerous inland waterways and the climate to take advantage of this magnificent marine environment throughout the year. The Bay, and these waterways, are vital resources that are extensively used for recreational purposes and commonly utilized for the commercial transportation of cargo. In recent years, as multimodalism has become more critical to improving travel and increasing the capacity and reach of urban area transportation systems, transportation planners have begun to research locally novel modes as potential supplements to the conventional car, truck, and transit landside surface modes to transport people and goods. Now, waterborne transportation services are being recognized as a potential alternative serving burgeoning travel demand by utilizing some of the extensive system of waterways available in Miami-Dade County.

Purpose of this Study

The Miami-Dade Metropolitan Planning Organization (MPO) initiated the *Development of a Service Plan for Waterborne Transit Services in Miami-Dade County* to develop a water transit service plan that would describe a potential system intended to meet mobility goals such as offering alternatives to local commuters driving single occupant private automobiles, and providing viable as well as attractive mobility options for tourists and other visitors. Development of the service plan was desired to perform an impartial review of the projected ability of the system to meet these mobility objectives, to reasonably estimate realistic ridership, to determine the expected implementation and operating costs of such a system, and to recommend a good approach to implement such a system locally.

Study Background

Several studies have been performed over the years by various local agencies, and some waterborne transportation services have been provided in the past, only to eventually be discontinued. Recently, the Miami-Dade MPO commissioned a study to examine the practicality of waterborne transportation for supplying additional capacity to the urban transportation network. The *Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel* was completed in 2003. This study identified a potential waterway network on which commuter service could be provided by vessels similar in nature to those successfully providing service in other urbanized areas. Travel time comparisons found that waterborne transportation using conventional vessels could be competitive with the automobile along certain routes. Three potential routes for waterborne commuter transit service were identified including: (1) the Biscayne Bay Route, (2) the Miami River Route, and (3) the Coral Gables Waterway Route. More germane to this study's genesis, *The Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel* recommended that additional service planning should be undertaken for the potential routes identified above.

Also in 2003, a proposal entitled *Rapid Mass Transit* was completed by Metro Aqua Cats, Inc. and submitted to the Miami-Dade MPO to introduce a waterborne transit service. Metro Aqua Cats outlined the need for additional transit services aimed at providing a potential solution to reduce commuter travel time in an efficient and cost-effective manner. The proposal promotes high speed ferry service in Biscayne Bay as the mode to fulfill that need. This proposal recommended implementing a water transit system is based on a vessel specifically designed for traversing Biscayne Bay. The objective of Metro Aqua Cats' proposal was to provide a travel alternative to reduce commuter travel times experienced when using conventional land-based highway and transit modes. A

Patronage Estimation

In addition to the data collection described in the previous section, other data were collected to aid in estimating patronage for the potential water transit system and position proposed water transit routes to serve major travel flows within the study area. Demographic data from several metropolitan areas that currently offer waterborne transportation service were collected along with ridership data for these systems. A linear regression analysis was then performed to develop an equation that forecasts system ridership based on the demographic characteristics of the metropolitan area. When applied to the routes developed in later portions of this study, the projected water transit patronage based on the analysis performed for this study is approximately 1.7M annual passengers for the proposed system, which is anticipated to require a 5-year maturity period. It is expected that at least one-half of these passengers would transfer from existing Metrobus routes; therefore, connections between Metrobus and the waterborne transit system are vital. Only approximately 35 percent of the projected ridership is expected to switch from private automobiles to waterborne transportation.

System Needs and Characteristics

Waterborne transit system needs and characteristics were analyzed for the *Waterborne Transit Services Study* by examining probable terminal requirements, service characteristics, vessel characteristics, staffing requirements, and real estate characteristics of what is considered the initial needs of the potential waterborne transit system in Miami-Dade County. The purpose of the system needs chapter of the report is to provide guidance for the type of facilities and service characteristics that would be appropriate for offering water transit service that represents a true mobility option for residents and visitors of Miami-Dade County. This chapter of the report presents system characteristics from waterborne transit systems in other metropolitan areas that have been in place for at least five years. Many of the system examples are from Australia because modern technologies have been used there for waterborne transportation systems that are successfully serving as viable regional transportation alternatives for commuters, which is an objective that has been identified for the potential system in Miami-Dade County. Many of the system needs for Miami-Dade County are similar to the characteristics of these successful Australian water transit systems.

Water Transit Vessels

Vessel requirements for passenger-only transit ferry services on Biscayne Bay to serve Miami and its surrounding communities were researched using data from other locations around the world where these types of ferry services are operational. An appropriate vessel technology was synthesized to match the physical characteristics of the waterways presented in the Data Collection chapter and to meet the specific needs of navigating on generally shallow and environmentally sensitive Biscayne Bay.



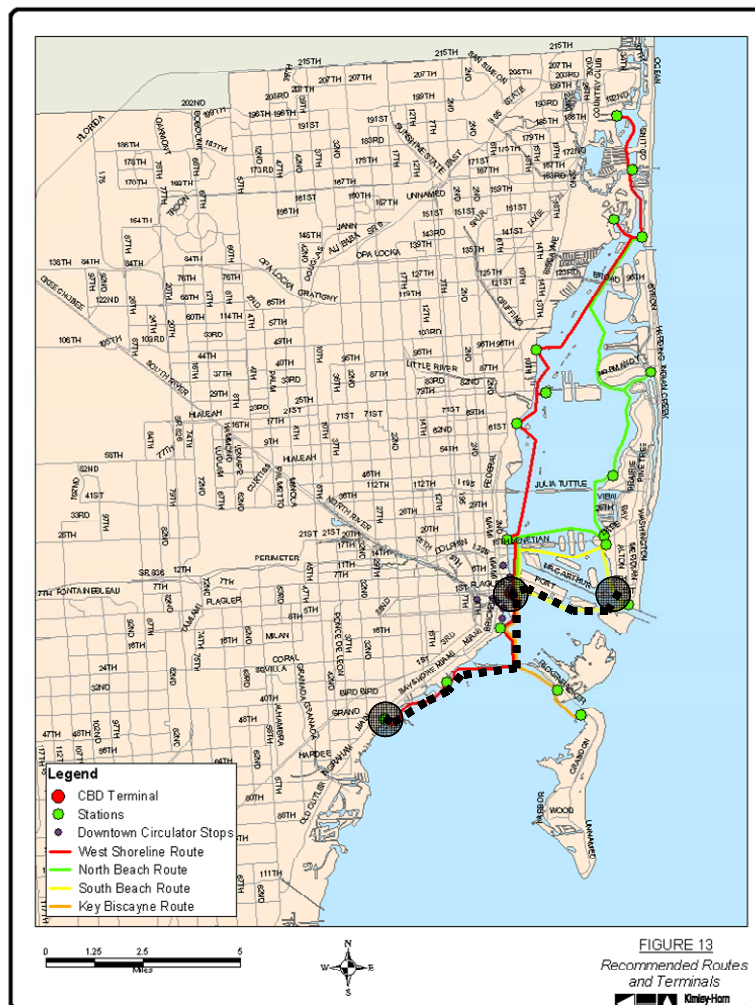
The appropriate hull form for waterborne transit service in Miami-Dade County is a low wake wash catamaran with demi-hulls that exhibit a length-to-beam ratio of 20:1 or greater. A catamaran hull form, with its widely spaced demi-hulls, would provide appropriate stability in waves commonly experienced within Biscayne Bay. Passenger capacity should be in the range of 100 to 125 passengers per vessel to serve expected

passenger demand and to utilize engines that require less power to operate at speeds of 22 to 24 knots than would

be needed to power larger catamarans. The interior of the ferry's passenger cabin must be provided with air conditioning, with the system carefully chosen to minimize its weight. Due to the minimal depths of Biscayne Bay near its shorelines, the ferry vessel should have shallow draft properties in the range of 3 to 4 feet. It is recommended that vessels be designed to operate without the need to raise drawbridges, which would dictate a maximum air draft clearance of 12 feet to travel under the Venetian Causeway within the Intracoastal Waterway.

Routes and Terminals

System operating characteristics were developed with the intention of providing service convenient enough to attract commuters by offering travel times competitive with that of private automobiles for the same trips. Figure 13



presents a prospective route structure along with the proposed terminal sites for a system of water transit services in Miami-Dade County. A series of four water transit routes were developed along with a complimentary downtown circulator system to serve the mid-Miami Downtown waterfront areas using smaller water buses. Headways of no more than 20 minutes during peak travel periods are desired for ferries in Miami-Dade County. Headways during non-peak portions of the day may range from 30 minutes to 60 minutes for the primary routes, much as is done with surface transit routes. The daily service span for the water transit system should ideally approximate the service spans of the other transit services in Miami-Dade County, especially Metrobus and Metromover, to provide true mobility options. A route prioritization analysis was performed that determined the "South Beach Route" to be the most effective initial route. This route should be considered for demonstration purposes.

If water transit in Miami-Dade County proves to be successful, the "Phase I" system presented in Figure 13 may be expanded to include other routes or extensions of existing routes, such as a possible primary route along the Miami River following construction of the Miami Intermodal Center (MIC); the Miami River water bus (employing smaller vessels) would also serve the Civic Center area and provide waterborne access to the Orange Bowl for special events. In addition, extending the Coconut Grove route to the south into less densely populated areas may provide access for commuters in those areas to major CBD and Brickell waterfront or adjacent employment centers in Downtown Miami. Limited stop routes such as Aventura to Miami, could be introduced if warranted by ridership volumes and patterns.

Costs and Revenues

Capital costs, and operating and maintenance (O&M) costs, were estimated for the potential waterborne transit system in Miami-Dade County. Capital costs are primarily composed of vessel costs, terminal costs, and land/right-of-way costs. One advantage of most waterborne transportation systems is that the "guideway" already exists, so it does not have to be constructed, purchased, or leased. Therefore, waterborne transit systems generally incur much lower per mile capital construction costs than urban rail transit and light rail transit systems. The largest component of the capital costs is expected to be the land for terminals and ancillary facilities, such as park-n-ride lots. The capital cost estimate for the entire "Phase I" route network presented in Figure ES-1 is approximately \$125 million to \$150 million.

The major operating cost components for waterborne transit systems will include personnel, fuels and expendables, maintenance, and administrative costs. Labor represents the largest operating cost component for urban waterborne transit systems. Annual operating costs for the "Phase I" route network presented in Figure ES-1 is approximately \$22 million at 5-year system maturity.

In general, transit fares cover only a fraction of transit operating costs, and basically no capital costs are recovered by the farebox revenues. The Year 5 operating deficit is projected to be in the range of \$11 million to \$18 million for the "Phase I" system. Recent Federal legislation continues the trend of phasing out federal support for operating assistance. The availability of federal capital assistance stands in stark contrast to the lack of federal assistance provided for transit operations. A transit project sponsor's operating plan should demonstrate an ability to rely on sustainable, largely local, funding sources to operate and maintain the entire transit system after the proposed transit project is in revenue service. It is expected that multiple local funding sources, such as sales tax revenues, bond revenues, joint development arrangements, and turnkey procurement arrangements will need to be utilized to provide adequate funding for both capital and O&M costs for the proposed waterborne transit system in Miami-Dade County.

Business Model

A public/private business model presents the greatest opportunity for the facilitation of the implementation of the waterborne transportation system in Miami-Dade County described in this report. The role of local government would be to secure funding for initial capital investments for terminals and support facilities, and to provide oversight through a Management Agency. A private transportation provider would need to be attracted to provide waterborne transit vessels and to operate the service.

The major advantage of this model is that securing public funding would make it possible to offer lower fares for the waterborne transportation service, which would encourage residents and visitors to patronize the new service. Because the Management Agency would be responsible for securing funding for the initial capital investment, it may be easier to attract a ferry operator, as those costs would be borne by another source. By not having made significant capital investment, the ferry operator would have a lower exposure to the risk of a new service.

Summary and Conclusions

Waterborne transit services implemented in Miami-Dade County in the past have failed to become a viable public transportation option. A recent feasibility study, *Feasibility of Utilizing Miami-Dade County Waterways for Urban Commuter Travel*, concluded that by appropriately addressing a number of issues heretofore un- or underaddressed, waterborne transportation might indeed be able to be successfully implemented and developed in Miami-Dade County.

The study described in this report provides a service plan that addresses many pertinent issues related to waterborne transit implementation and develops a route structure and service characteristics that are intended to provide service adequate to attract local commuters and provide visitors and tourists with an attractive transit alternative by offering a reliable, useful, and novel addition to the existing public transportation system. The service is proposed to integrate with Metrobus routes and in Downtown Miami, with Metromover, and with potential shuttle buses associated with individual terminals. Integrating the potential waterborne transportation system into the County's larger transportation system is key.

The capital construction costs associated with implementing the full "Phase I" network are relatively high for a system that has not been locally proven to be effective for providing true mobility options for commuters, although the per mile construction cost for the water transit system is significantly less than urban heavy rail systems. However, operating costs and operating efficiency measures are even less favorable for waterborne transit when compared to existing forms of transit.

However, despite the cost of providing waterborne transit service, there are several intrinsic advantages that water transit may have over other existing components of the multimodal network. Many visitors may be more willing to use the system than traditional forms of public transit for tourist trip purposes and may even see the system as an extension of the local tourist activities. If routes are planned and implemented to serve major travel patterns and meet their needs, some commuters may be more willing to travel by waterborne transit if the travel times on routes are, as they are anticipated to be, competitive with peak period landside travel options, and service is seen as providing a different, "better" atmosphere than other forms of local transit. In addition, initial routes can be implemented relatively quickly since the guideway (in this case Biscayne Bay) already exists and if existing marinas with good access are used as terminals.

Therefore, this study recommends developing waterborne transit services for Miami-Dade County on Biscayne Bay if local leaders find it appropriate to dedicate the needed funding and personnel resources to inaugurate a new local transit mode.

It is suggested that proceeding with a demonstration waterborne transit route. The route replicates service on the South Beach Route shown in Figure 13, and would be appropriate for judging short-term acceptance and gauging possibilities for long-term success for a full-fledged system in the future. For the Miami CBD water transit stop, a scaled-down version, possibly temporary, of the CBD Terminal recommended in this study could be utilized along Chopin Plaza or within Bayfront Park. Terminal infrastructure for a demonstration project can be as minimal as two to four weather shelters and a docking pier. The existing Miami Beach Marina may be utilized as a terminal in Miami Beach in lieu of a terminal facility being constructed at South Pointe Park. Coordination with the City of Miami Beach is recommended to have Electrowave serve the water transit station in Miami Beach. Alternatively, a dedicated shuttle bus route could be established to provide connectivity to popular destinations along Collins Avenue and the Lincoln Road Mall. Additionally, strong consideration should be given to extending the demonstration route to the Dinner Key Marina to serve Coconut Grove since an extensive public marina already exists within a two block walk of an activity center popular with both locals and visitors. It is important to note that the demonstration project should be operated for enough time to allow a fair assessment of its performance. Experience from other metropolitan areas indicates ridership may build gradually over at least the first two to three years of operation.

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING EXECUTION OF CHANGE ORDER NO. 5 TO PROJECT NO. H010A FOR SOUTH TERMINAL PROGRAM CONSTRUCTION MANAGER AT RISK AT MIAMI INTERNATIONAL AIRPORT, WITH PARSONS ODEBREGHT JOINT VENTURE

Aviation Department

I. SUMMARY

This item reallocates \$19,033,786 from specific dedicated accounts to the Owner Contingency Dedicated Account to pay for direct costs associated with various owner requested changes.

II. PRESENT SITUATION

Background of Dedicated Allowance Accounts

	Original Amount	Description	Reason for Reduction
GSE Dedicated Allowance Account	\$22,445,536	Included as a dedicated allowance at the time of award.	Construction of GSE facility is now outside the South Terminal Program and part of MIA's Long Term Plan.
IG & IPSIG Audit Account	\$4,000,000	Administrative Order 3-20 previously required maintaining a pool of pre-qualified firms and establishing a dedicated allowance account on contracts containing the Independent Private Sector Inspector General (IPSIG) clause.	Resolution R-894-05 eliminated the requirement to maintain a pool of pre-qualified firms and removed the requirement to establish a dedicated allowance account on contracts containing the Independent Private Sector Inspector General (IPSIG) clause and replaced it with an alternative funding option.
TSA Dedicated Allowance Account	\$22,275,000	Added by Change Order No. 4 (Resolution #) This dedicated allowance includes the baggage handling systems costs, infrastructure cost to support Explosive Detection Systems equipment and TSA offices.	Original amount was estimated on revised construction documents ranging from 30% complete to 100% complete. Actual Cost: \$14,200,000 Remaining Balance of \$8,075,000 to transferred to Owner Contingency Allowance Account
Total	\$48,720,536		

RTC ITEM 3(B)
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The Manager's memo indicates that the "[r]eallocated funds will be used to pay for direct costs associated with owner requested changes, such as: **Premise Distribution System** (hard wire data and communication distribution/cables), **security** and **signage**." (emphasis added)

The Premise Distribution System (PDS) Dedicated Allowance Account was added to the South Terminal Program with the adoption of Resolution No. R-841-04 approving Change Order No. 4 to the South Terminal Program, Project No. H010A. The original amount of the PDS dedicated allowance is \$8,325,000, and includes the cabling that connects all the various communications and information systems between their respective components. Included among these systems are the new Common Use Terminal Equipment, the Airport Operating Information System, the Public Address Information System, Building Management Systems, and security cameras and equipment. MDAD estimates that an additional \$6 million is needed to complete the PDS.

Owner requested changes related to security include, but are not limited to, installation of security cameras, and securing entrances according to specifications. An additional \$4 million is the estimated amount needed to complete this work.

The original amount of the General Allowance Account is \$51,000,000 and was increased to \$61,000,000 with the approval of Change Order No. 4 to the South Terminal Program, Project No. H010A.

III. POLICY CHANGE AND IMPLICATION

IV. ECONOMIC IMPACT

As shown below, the combined total of the affected dedicated allowance accounts is \$48.7 million. If this resolution is adopted, the GSE, IG/IPSIG, and TSA dedicated allowance accounts would be significantly reduced by 38%, 59%, and 36% respectively.

	Original Amount	Amount of Reduction	Revised Amount	% of Reduction
GSE Dedicated Allowance Account	\$22,445,536	-\$8,595,536	\$13,850,000	38%
IG & IPSIG Audit Account	\$4,000,000	-\$2,363,250	\$1,636,750	59%
TSA Dedicated Allowance Account	\$22,275,000	-\$8,075,000	\$14,200,000	36%
Total	\$48,720,536	-\$19,033,786	\$29,686,750	39%

Reallocated funds will be used in part to cover direct costs associated with the **Premise Distribution System** (over \$6 million), **security** (over \$4 million) and **signage** (amount not available at time of printing)."

RTC ITEM 3(B)
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The General Allowance Account is increased to \$80,033,786 from \$61,000,000.

V. COMMENTS AND QUESTIONS

What factors contributed to the PDS project cost increase?

What is the impact caused by removing the construction of the GSE facility out of the South Terminal Program?

Once the funds are reallocated they could be used for contingencies other than PDS, security, and or signage.

There is approximately \$8 million currently available in the General Contingency Allowance; the proposed reallocation will increase it to \$27.29 million.

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING THE APPROVAL AND EXECUTION OF COORDINATION AND FARE AGREEMENTS FOR THE COORDINATION OF TRANSPORTATION DISADVANTAGED SERVICES IN MIAMI-DADE COUNTY RETROACTIVELY FOR THE PERIOD FROM JULY 1, 2005, THROUGH JUNE 30, 2006, WITH CHARLEE OF DADE COUNTY, INC., DEEDCO GARDENS, INC., GALATA, INC., CHILDREN'S HOME SOCIETY OF FLORIDA, INC., MICHAEL-ANN RUSSELL JEWISH COMMUNITY CENTER, REGIS HOUSE, ST. ANNE'S NURSING CENTER, AND VILLA MARIA NURSING AND REHABILITATION CENTER, INC.

Miami Transit Agency

I. SUMMARY

To retroactively approve the Coordination and Fare Agreements between Miami-Dade County (Miami-Dade Transit serves as the Community Transportation Coordinator or CTC) and the agencies who provide coordinated transportation for the transport disadvantaged.

The following agencies for this retroactive agreement are as follows: CHARLEE of Dade County, Deedco Gardens, Inc., GALATA, Inc., Childrens Home Society of Florida, Inc., Michael-Ann Russel Jewish Community Center, Regis House, St. Anne's Nursing Center and The Villa Maria Nursing and Rehabilitation Center, Inc.

II. PRESENT SITUATION

MDT, as the CTC, coordinates transportation services for the transportation disadvantaged populations. The Coordination and Fare Agreements between the County and the agencies are required by State law when such agencies receive transportation disadvantaged funds.

Normally, the Coordination and Fare agreements are done annually. The reason for this particular agreement being retroactive is a result of the agencies paperwork being submitted behind schedule.

III. POLICY CHANGE AND IMPLICATION

None

IV. ECONOMIC IMPACT

No significant impacts. No County funds involved. This is a State administered program.

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V. COMMENTS AND QUESTIONS

None.

LEGISLATIVE ANALYSIS

RESOLUTION APPROVING AN INTERLOCAL AGREEMENT WITH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY FOR PROCUREMENT OF A UNIVERSAL AUTOMATED FARE COLLECTION SYSTEM WITH THE MIAMI-DADE COUNTY SHARE ESTIMATED AT \$68 MILLION; AND AUTHORIZING THE COUNTY MANAGER TO EXECUTE SAME AND EXERCISE CANCELLATION PROVISIONS CONTAINED THEREIN

Miami Dade Transit Agency

I. SUMMARY

This is an interlocal agreement between the County and South Florida Regional Transportation Authority (SFRTA) for the procurement of the Universal Automated Fare Collection System (UAFCS). This agreement calls for magnetic/smart card technology that would provide the opportunity of purchasing transit services at multiple locations and operators. This agreement would include Broward and Palm Beach Counties as participants.

The cost for this system is priced at \$83 million. Miami-Dade County's estimated portion of the system is \$68 million (or 81%), to be funded by federal, state and local funds.

II. PRESENT SITUATION

The current MDT fare collection system is over 20 years old, carrying high maintenance costs and not capable of supporting a regional system. Fare collection equipment replacement was included in the listing of Miscellaneous Capital Improvements Projects to be part of the PTP and approved by CITT and BCC.

In 2002, the project was originally estimated at \$65 million with Miami-Dade share being \$50.3 million. However, the cost estimate currently reads \$83 million and Miami-Dade share being \$68 million. The reason for the increase in cost estimate price and Miami-Dade's share of the project is a result of MDT's 40% increase in its bus fleet since 2002.

The purchasing of fare collection system is determined by the transit agency fleet size. The breakdown is as follows:

Broward is purchasing fare collection system for 300 buses

Palm Beach is purchasing fare collection system for 128 buses

Miami-Dade is purchasing fare collection system for 1000+ buses, rail stations and STS mobile data terminals.

The new fare collection system will also be available on Tri-Rail.

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For example, a commuter would be able to get on a Palm-Tran bus, ride it to Tri-Rail, take the Tri-Rail to the Miami-Dade Transfer Station and take Metrorail and or Metrobus to their destination in Miami-Dade County, all using the same payment card.

The central computer would then distribute the correct fares to the Counties and/or entities where each trip originated.

III. POLICY CHANGE AND IMPLICATION

There is currently no uniform fare collection system in the Tri-County area.

IV. ECONOMIC IMPACT

The fare collection system is estimated to cost \$83 million.

Miami-Dade County's estimated portion is \$68 million (or 81%).

MDT is expected to cover the \$68 million using federal, state and local funds. The breakdown is as follows:

Funding Sources	Federal	State	Local
	1.67 million	* \$35 million	** \$31.33 million

* \$35 million is part of the Miami-Dade County's 2006 Legislative Package
Appropriations of any funds by the State Legislature is uncertain.

** Local funding breakdown not established.

How much is expected to be derived from the PTP Surtax?

V. COMMENTS AND QUESTIONS

Who will the employees work for who operate and maintain the fare collection system?

Does the estimate take into account operations and maintenance?

The attached page lists the Capital Improvement projects approved by the Board of County Commissioners on October 9, 2003.

The item describing the Fare collection system lists the estimated cost at \$50 million.

Further, the estimated listed on the agenda item today is only an "estimate".

What is Miami-Dade County's liability for increases in costs to the system?

RTC ITEM 3D
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How can we, as a County, control the costs of the new system, when multiple other entities and governments are involved?

Projects to be funded by the PTP
(in thousands)

Mover Veh. Rehab	15,400
Bus Washers & Vac. Repl	4,619
TestTrack for Metrorail	4,000
Station Refurbishments	12,000
Paint Facilities	4,061
Replace Escalators	4,686
Replace Elevators	2,930
Guideway Painting	5,500
Replac Hydraulic Lift	2,600
Replace Piston lift	1,000
Metrorail Piers Coating	5,000
Metrorail Piers Grounding	250
Bus Preventive Maintenance	2,164
Replacement of Accoustical Barrier	2,500
Replace Rail Vehicle Wash	1,000
Rail F & G Inspections	2,700
Facilities Roof Proj.	6,484
Fare Collection Replac	50,000
Upgrade Illumination	2,982
Rail Midlife Rehab.	188,830
Enhancements	14,514
Additional Pedestrian overpass (4)	10,000
Additional Metrorail Crossovers	10,000
Additional Bus Garage	44,000
Total	397,220